



40 SQUADRON R.N.Z.A.F.

"TO THE FOUR WINDS"





500

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ROYAL NEW ZEALAND AIR FORCE



"TO THE FOUR WINDS"

40 SQUADRON. R.N.Z.A.F.
TO THE FOUR WINDS.
by Colin Ballantine
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Special thanks go to Base Operations, Whenuapai for their patience in allowing the author access for research and photography and to Don Noble for contributions from his superb aviation photo collection.

The geographical isolation of New Zealand has brought to the Royal New Zealand Air Force the vital task of providing long-range military transport and in fulfilling this important role 40 Squadron has been the principal operator.

The Squadron was first formed in 1943 flying Hudson, Lodestar and Dakota aircraft from its base at Whenuapai. The Squadron pioneered New Zealand's air transport requirements throughout the Pacific region during the second World War and with the end of hostilities all aircraft returned to New Zealand to be engaged in the repatriation of servicemen.

In 1946 these flights had been extended to include fare-paying passengers between the main centres using Dakota aircraft and towards the end of 1947 these Dakotas and most of the crews were transferred to the state-owned National Airways Corporation which was established in October 1947 and with its war time and pioneering role at an end 40 Squadron was disbanded.

The Squadron was reformed in 1957 with a compliment of four Handley Page Hastings aircraft to begin again transport operations that would grow to make 40 Squadron to-days world wide force.

Squadron expansion was heralded in 1961 by the acquisition of three Douglas DC-6 aircraft retired from airline service with TEAL. With both Hastings and DC-6s the Squadron became capable of unique global coverage with the Hastings operating west-bound through the Middle East to London while the DC-6 flew east through the United States and on to London.

40 Squadron had again established itself as the principal transport force in the Pacific region and the growing burden of added duties high-lighted the need for larger and faster aircraft.

The C130 Hercules was chosen and five aircraft were delivered. In the capable hands of 40 Squadron these five Hercules have performed more unique "one-off"

operations than those of any other air force in the world of comparable size.

They began in pioneering style with a first flight to the Antarctic in 1965 and launched "Operation Ice Cube" that is flown each year during the brief southern summer.

The Squadron's involvement in overseas emergency aid airlifts rose dramatically with the use of C130 aircraft and by 1973 these operations had equalled the record of the three RNZAF crews that took part in the Berlin Airlift, where they earned the name of "The Coalmen of Berlin" by airlifting 1,477 tons of coal from Lubeck on the east/west German border to Berlin and returned with children suffering from malnutrition.

In 1973 40 Squadron airlifted more than one million pounds of food throughout Bangladesh. Two weeks later a second Hercules distributed over three million pounds of food in Bangladesh in three weeks with a consistent reliability and determination that earned 40 Squadron the Red Cross Meritorious Service Medallion, the first time that such an award had been presented by the world-wide Red Cross.

During 1974 40 Squadron were again in the fore-front of military transport. A Hercules flew into Beijing, China carrying equipment to establish the New Zealand Embassy there. Military flights by western countries into Chinese airspace are extremely rare, however, 40 Squadron was escorted from the border areas into Beijing Airport by aircraft of the Chinese Air Force.

A few months later another 40 Squadron Hercules left the United Kingdom and flew to Russia with equipment to establish the New Zealand Embassy in Moscow.

Over the next four years, until 1978, the Squadron acted overseas as a saviour in South East Asia and the Pacific Region flying jet-boats to Cambodia, food supplies to Pakistan, hurricane relief supplies to Fiji, dairy equipment to Nepal, power generators and

bulldozers to the Pacific Islands and even a consignment of birds to Indonesia.

All these tasks were undertaken while the Squadron fulfilled its roll of providing heavy transport air support to the New Zealand armed forces at home and abroad, each task accomplished with flair and adventure typified by the evacuation of New Zealanders from Teheran in 1978 and the airlifting of a New Zealand Army Truce Monitoring Contingent into Zimbabwe in 1979.

40 Squadron celebrated its 25th Anniversary in 1979 and was to receive the Squadron Standard, however, due to industrial problems across Cook Strait that kept the Hercules busy with an inter-island airlift, the ceremony was deferred until February 1980 when the Squadron was less committed.

Twelve months later Air New Zealand and Qantas left the travelling public standard on both sides of the Tasman in the midst of an industrial dispute. Four Hercules from 40 Squadron were joined by another four Hercules from 36 Squadron of the Royal Australian Air Force and together they airlifted four thousand passengers across the Tasman during February 1981. The airlift lasted four days with aircrews working around the clock to clear the backlog of passengers.

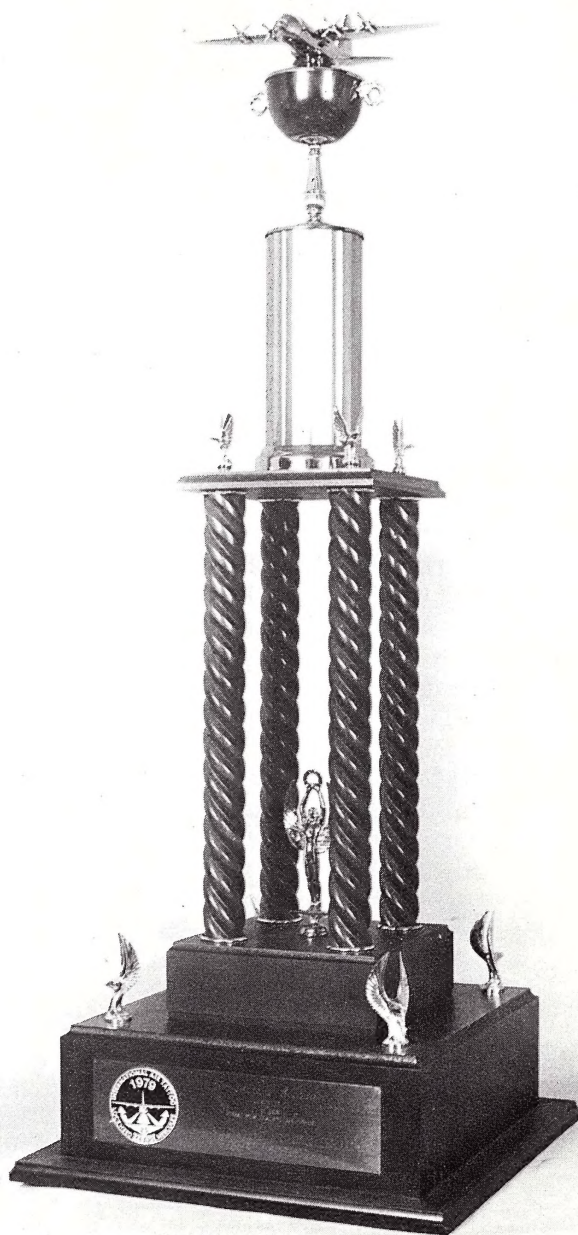
Throughout its history 40 Squadron has built a reputation for efficiency and safety that is the envy of many an airline. Most airlines operate over well established routes to lavishly equipped airfields but 40 Squadron has been constantly faced with the challenge of carrying an extraordinary range of awkward loads over unfamiliar routes to barely adequate airfields with few, if any, navigation and let-down aids. To accomplish these tasks in safety demands the highest standard of engineering and operating professionalism. The men of 40 Squadron have more than their share of "good old kiwi" ingenuity and resourcefulness and a finely tuned competitive spirit.

In 1979 RNZAF Hercules NZ7001 flew to the United Kingdom on a routine training flight and was invited to participate in the Greenham Common International Air Tattoo and compete for the Concours d'Elegance Trophy for the best turned out Hercules. On arrival at the Tattoo 40 Squadron found the aircraft wash bays fully booked so the crew did the job the hard way . . . they washed and polished it by hand.

Fifteen countries presented twenty seven Hercules aircraft to the judges who were unanimous in awarding 40 Squadron the specially made trophy from the Hercules Industry Team to mark the 25th Anniversary of the aircraft's manufacture.

At the time of the Tattoo, NZ7001 was fourteen years old, had flown some 10,000 hours and was the oldest C130 in the competition.

The Concours d'Elegance Trophy, a golden scale model Hercules mounted on a huge decorative base is permanently retained by 40 Squadron and is displayed at the Squadron's headquarters at Whenuapai Air Force base.



LOCKHEED C63 HUDSON – 1943-1947

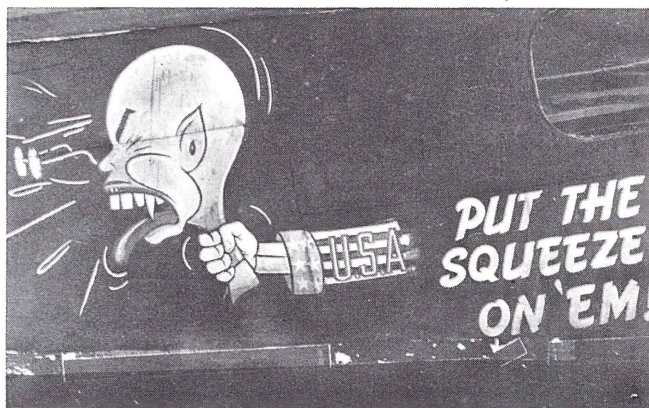
Eleven Lockheed Hudson transports were operated by 40 Squadron from 1943 to 1947. Two aircraft NZ2022 and NZ2027 came from the Royal Air Force while the remaining nine were previously operated by the United States Army Air Force.

The 40 Squadron fleet of Hudsons were converted from general and maritime reconnaissance MkIIIs to transport type C.63s. The conversion, undertaken at Hamilton left the Hudsons without a ventral gun turret.

Upon their introduction to 40 Squadron, the Hudsons were used to ferry personnel and supplies to the regional Pacific Islands as well as maintaining a presence in New Zealand.

At the end of hostilities the Hudsons were engaged in a massive repatriation operation and were responsible for ferrying thousands of New Zealand troops back to their homeland.

A single Hudson, NZ2079 was used by New Zealand National Airways Corporation as ZK.AHY and subsequently returned to 40 Squadron for disposal. By 1947 the Hudsons had been disposed of . . . sold for scrap.



LOCKHEED HUDSON

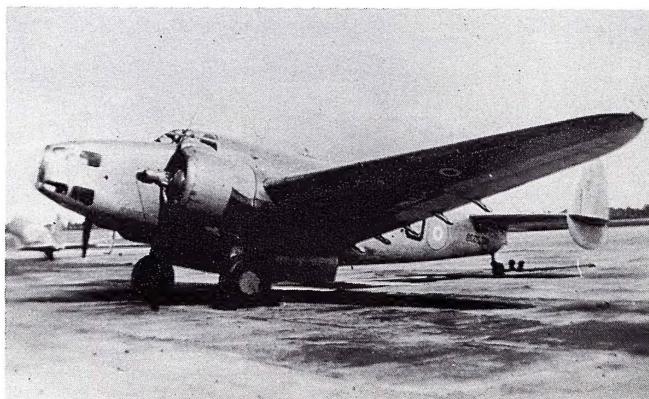
DATA:

Engines: 2 x 1200hp Wright Cyclone 9 cyl. radials

Dimensions: span 19.96m (65'6")
 length 13.51m (44'4")
 height 3.63m (11'11")

Weight: empty 5,817kg (12,825lb)
 max take-off 9,299kg (20,500lb)

Performance: max speed 407km/h (253mph)
 cruise speed 330km/h (205mph)
 service ceiling 8,075m (26,500')
 range 2,494km (1,550 miles)



The photographs:

page 5, top: photographs of war-time Hudsons serving with 40 Squadron are rare but there are six on the apron in this shot taken at Whenuapai in July 1944.

page 5, centre: one of the few war slogans applied to RNZAF aircraft was "Put the squeeze on 'em" carried by Hudson NZ2081 during 1944.

page 5, bottom: Hudson NZ2039 finished in polished aluminium shortly after delivery to 40 Squadron at Whenuapai in January 1944.

below: a classic study of a 40 Squadron Hudson at Whenuapai, just one of over 2500 of these aircraft built by Lockheed during World War II.
four photos, Don Noble collection.

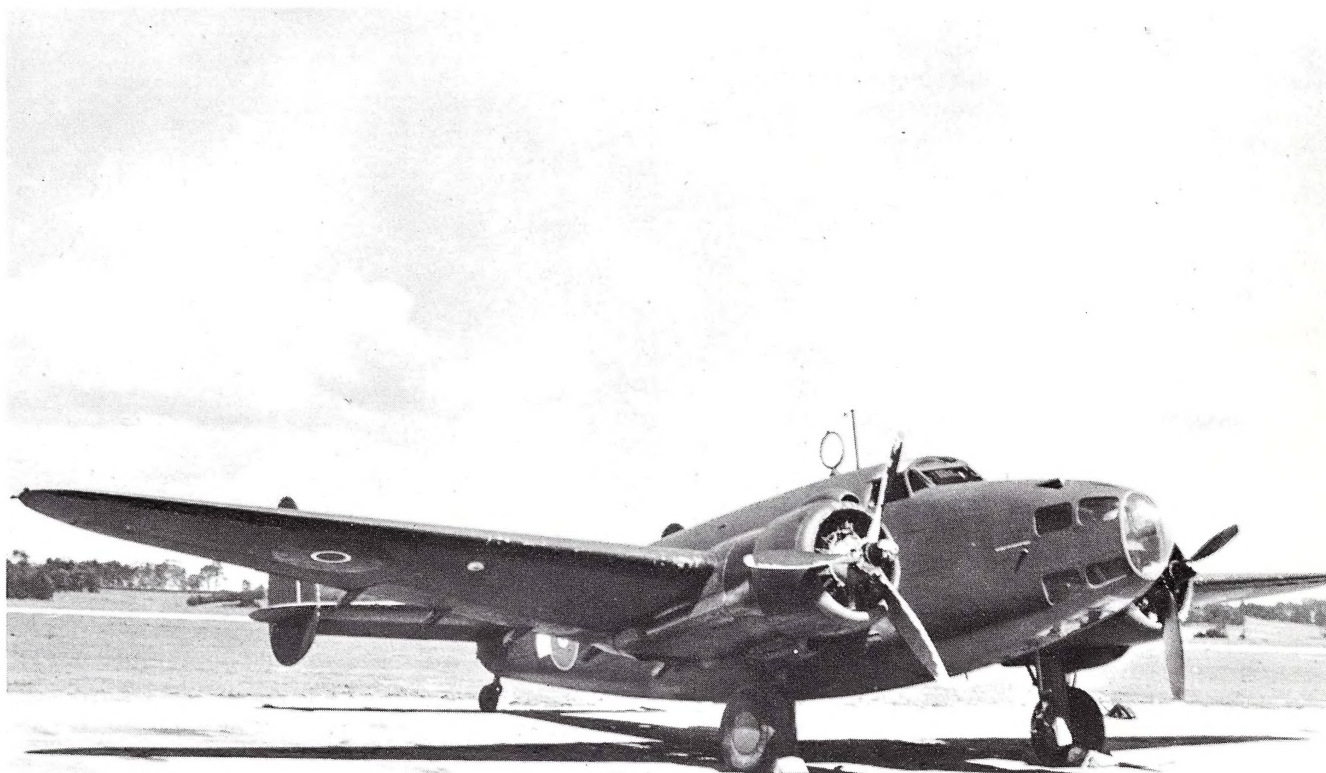
page 7, top: a superb air to air study of Lodestar NZ3507 flying over the Whangaparaoa Peninsular in 1945.

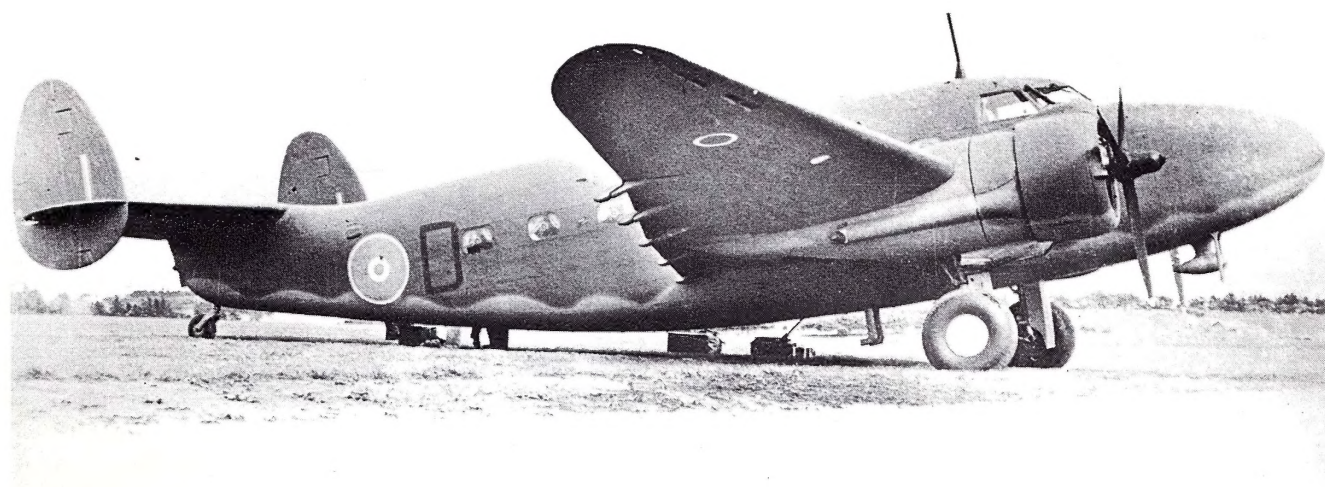
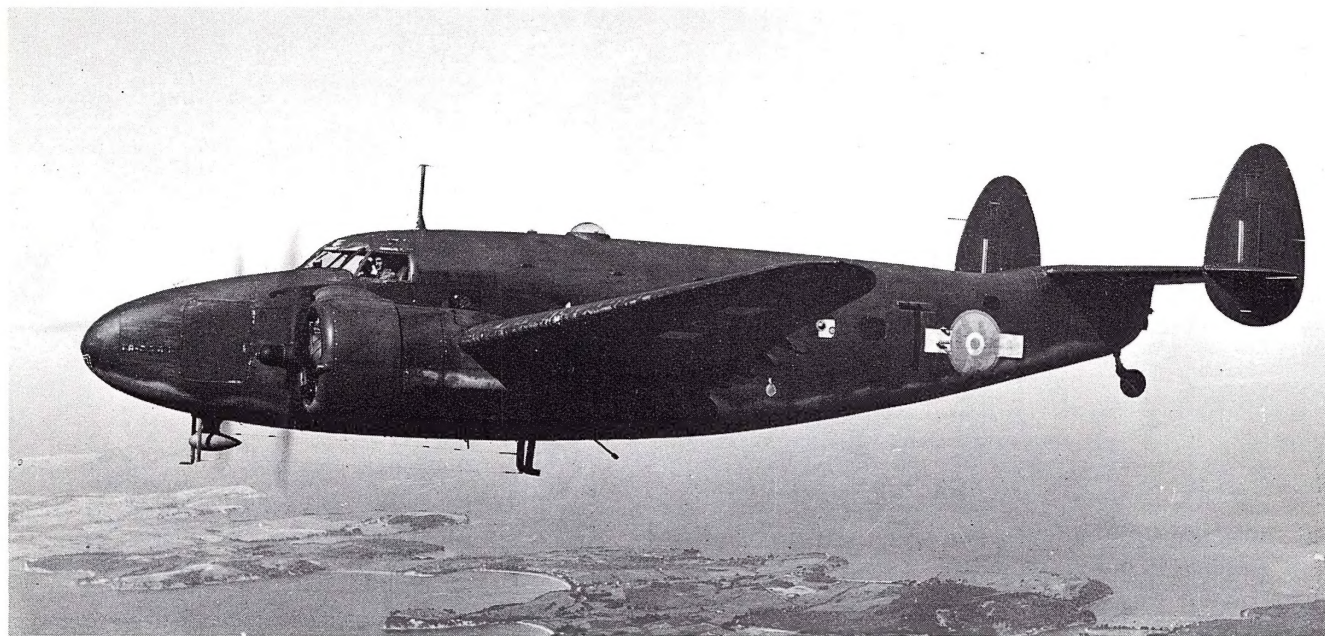
RNZAF photograph
page 7, bottom: Lodestar NZ3510 finished in camouflage for operations in hostile areas of the mid-Pacific. It was photographed at Whenuapai being loaded for a mission in 1943.

page 8, top and centre: Lodestar NZ3510 again, this time photographed in September 1944 in aluminium finish and wearing a nose flash and the New Zealand flag.

page 8, bottom: Lodestar NZ3509 taxis away for take-off from the primitive airstip on Norfolk Island in April 1945.

four photos, Don Noble collection.





LOCKHEED C60A LODESTAR – 1943-1949

The Lockheed Lodestar was the last of Lockheed's war-time twin-engined commercial transports easily adapted for military use. Nine aircraft delivered to RNZAF in 1943 were commissioned to 40 Squadron upon its formation.

The role of the Lodestar was an unarmed 17 seat personnel transport used during the war to fly senior officers and men to allied occupied islands close to New Zealand as well as acting as personnel carriers within New Zealand.

At the end of the Pacific war in the latter half of 1945 all nine Lodestars were employed in the repatriation of New Zealand forces with New Zealand.

Upon completion of this programme, seven Lodestars were gradually transferred to Union Airways and later New Zealand National Airways Corporation to establish a domestic network throughout the country.

The first Lodestar to leave 40 Squadron was NZ3515 and the last was NZ3510. NZ3511 was damaged in an accident and scrapped while NZ3510 was retained by the Squadron as a VIP transport until 1949 when it was transferred to the Civil Aviation Authority as ZK-ASX.

LOCKHEED C60A LODESTAR

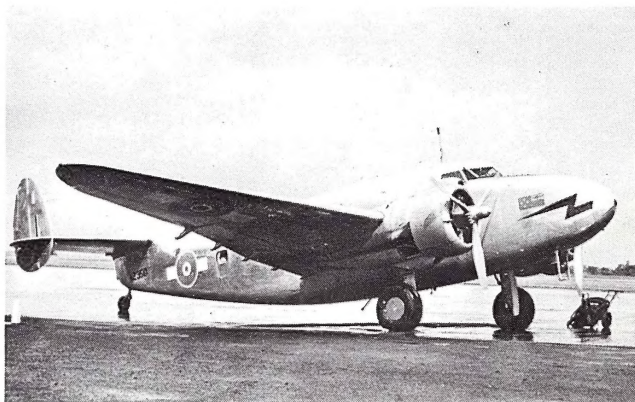
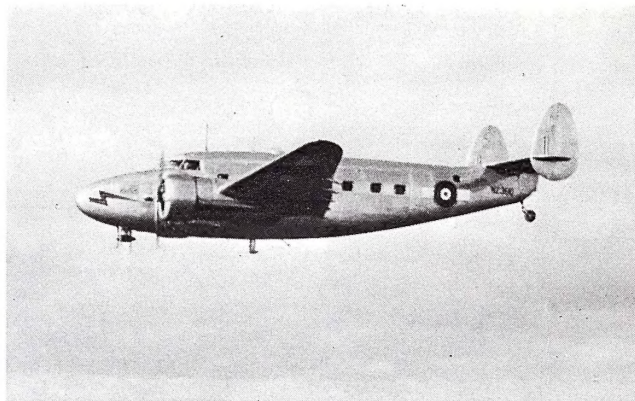
DATA:

Engines: 2 x 1200hp Wright Cyclone, 9 cyl radials

Dimensions:	span	19.96m	(65'6")
	length	15.19m	(49'10")
	height	3.38m	(11'1")

Weights:	empty	5,284kg	(11,650lb)
	max take-off	7,938kg	(17,500lb)

Performance:	max speed	407km/h	(253mph)
	cruise speed	322km/h	(200mph)
	service ceiling	7,100m	(23,300')
	range	2,573km	(1,600 miles)



DOUGLAS C47 DAKOTA – 1943-1947

The world famous, dependable Douglas Dakota joined the RNZAF in 1943, supplied from the vast stocks held by the USAF. A total of 49 aircraft were purchased of which 28 were commissioned to 40 Squadron as multi-purpose military transports.

From 1943 to 1945 the Dakota fleet spearheaded the supply routes to the Pacific Islands covering an enormous route mileage across large areas of ocean. 40 Squadron transported troops and large quantities of supplies and mail close to the Japanese forces occupying Guinea.

As the strength of the Japanese Air Force grew, the Dakotas operating in the vicinity of Bourgainville and Guadalcanal were escorted by Kittyhawks and Corsairs of the RNZAF and the allied Air Forces.

Following the Japanese surrender in 1945, 40 Squadron remained active with several Dakotas being employed in the repatriation of prisoners-of-war from Malaya, Philippines, Burma and Thailand while other Dakotas flew regular supply flights to Japan in support of the RNZAF 14 Squadron Corsairs as part of the British Commonwealth Occupation Forces.

Peace time activities of the Dakotas were confined around basic transportation demands of New Zealand, however, in 1947, 40 Squadron was commissioned in an unusual way by the New Zealand Health Department and children suffering from whooping cough were flown in Dakotas to an altitude of 20,000 feet to provide relief from the killer disease.

As New Zealand National Airways Corporation — NAC expanded its wings in 1947, Dakotas and aircrews were needed for domestic and international flights to Norfolk Island, Fiji, Tonga, Samoa and the Cook Islands.

40 Squadron lost most of its fleet to NZNAC and without the need for a war-time transport squadron, number 40 was disbanded.

During the early 1960s the NZNAC Dakotas were replaced by turboprop airliners and the 40 Squadron veterans found yet another lease of life, several passed to Mount Cook Airlines while others went to third level operators in New Zealand and the Pacific Islands.

The last known trace of a 40 Squadron Dakota was ZK-BEU that once flew from Whenuapai as NZ3518. Now it rests at the bottom of Lake Wakatipu after its spectacular farewell in the film "Race for the Yankee Zephyr."



DOUGLAS C47 DAKOTA

DATA:

Engines: 2 x 1200hp Pratt and Whitney, Twin Wasp radials.

Dimensions:	span	28.96m	(95'0")
	length	19.57m	(64'2½")
	height	5.16m	(16'11")
Weights:	empty	7,698kg	(16,970lb)
	max take-off	11,793kg	(26,000lb)
Performance:	max speed	369km/h	(229mph)
	cruise speed	298km/h	(185mph)
	service ceiling	7070m	(23,200')
	range	2414km	(1,500 miles)

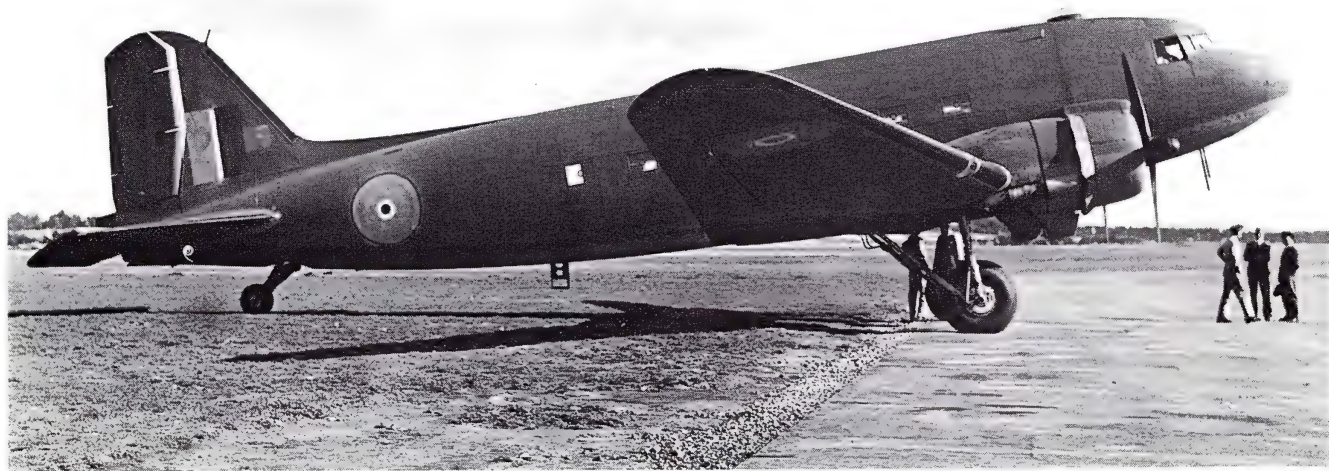
page 9: two very rare photographs from the Don Noble collection of Dakota NZ3506 in 40 Squadron livery.

below: the palm trees of Mokerang in the Admiralty Islands provide a fine background for NZ3518 on a supply mission from Whenuapai in February 1945.

page 11: NZ3501, the first Dakota to be delivered to 40 Squadron. The top picture shows 3501 at Waipapakauri on May 29, 1953 complete with the Popeye emblem of Squadron Leader "Popeye" Lucas who flew the aircraft in from the United States. The bottom picture shows 3501, devoid of registration a few days after it's delivery on February 27, 1943.

three RNZAF photographs.





below: 40 Squadron Dakota NZ3501 flying over Auckland's East Coast Bays.

RNZAF photograph.

page 13, top: NZ3501 again and a close-up of the "Anything, Anytime, Anywhere" slogan that it carried on the starboard nose during 1945.

Don Noble collection.

page 13, bottom: 40 Squadron prepares for another day on 27 March, 1944 with Dakota NZ3503 on the tarmac at Whenuapai in company with NZ3506, four Lodestars and five Hudsons.

RNZAF photograph.





below: Dakota NZ3555 became ZK-APA with NZNAC. It is seen here at Whenuapai in company with two Civil Air Transport Curtiss C46 Commandos from Formosa operated by the American CIA, and a Pan American DC4 on a scheduled flight from San Francisco to Auckland. photo by Sgt W. D. Murphy (Rtd).

page 15, top: Hastings NZ5801 climbs away from Whenuapai heading down the Waitemata Channel, over the Auckland Harbour Bridge.

page 15, bottom: Hastings NZ5802 taxis into position at the opening of the new runway, apron and tower at Nausori, Fiji in March 1965.

two RNZAF photographs.

page 18: 40 Squadron aircraft of the fifties and sixties by Hastings NZ5802 and DC-6 NZ3633.

two RNZAF photographs.

HANDLEY PAGE HASTINGS

DATA:

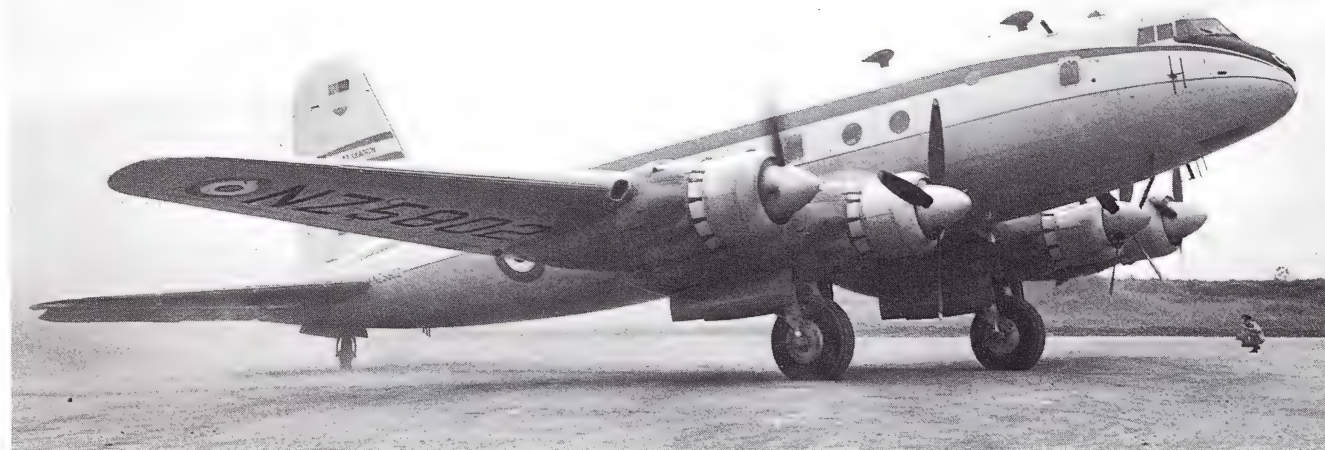
Engines: 4 x 2040hp Bristol Hercules 737

Dimensions: span 34.44m (113'0")
length 242.83m (81'8")
height 6.89m (22'6")

Weights: empty 21,967kg (48,427lb)
max take-off 36,286kg (80,000lb)

Performance: max speed 550km/h (348mph)
cruise speed 466km/h (290mph)
service ceiling 7,925m (26,500')
range 6,840km (4,250 miles)





HANDLEY PAGE HASTINGS – 1952-1966

The Handley Page Hastings, the world's last four engine tail-wheel transport giant, was purchased by the RNZAF as a long range transporter to service the New Zealand overseas military commitments.

Four aircraft were delivered, NZ5801 in March 1952, NZ5802 in April 1952, NZ5803 in June 1952 and NZ5804 in October 1952 being the very last Handley Page Hastings to roll off the Handley Page production line. The delivery flight of the first aircraft, NZ5801, under the command of Flt. Lt. Larry Seigert who later rose to become Chief of Air Staff, routed from Woodley -England to Valetta - Malta, Habbaniya - Iraq, Aden, Gan Island - Maldives, Negombo - Ceylon, Singapore, Eagle Farm - Brisbane and finally to Whenuapai took seven days of uneventful flying.

All four aircraft were supplied with strengthened floors for cargo use as well as being an early post war "combi" aircraft capable of a 30-seat change to a freighter in less than one hour. Being a tail-wheeled aircraft, trimming was critical and as a pure passenger version seating was positioned in the rear portion of the fuselage and the baggage was stowed up front.

As the Hastings was designed as an "all-round workhorse" its cargo capability was unique whereby a hand operated portable winch could be fitted behind the cockpit door to winch up the fuselage such items as jeeps and personnel vehicles for the support of New Zealand forces at their overseas posts.

Initially the four Hastings were operated by 41 Squadron until 8th December, 1954 when they were transferred to 40 Squadron upon its reforming.

The weekly flights to Singapore via Richmond and Darwin were the first of 40 Squadron's regular runs, followed by the world's longest piston engine air route from New Zealand to England. The monthly United Kingdom flights took seven days routing through

Richmond, Darwin, Singapore, Negombo, Aden, Idris or El Adem in Lybia then non-stop over the European Alps to RAF Colerne, the main transport base for the RAF Hastings fleet.

The United Kingdom route was used as a restricted supply mission to certain overseas posts and for transporting RNZAF families stationed overseas. The return journey from RAF Colerne to Whenuapai routed back the same way as the outward leg and on most flights British made aircraft parts and spare parts for naval vessels were carried on the 12,000 mile journey home.

During 1953, NZ5804 was entered in the London to Christchurch Air Race. The RNZAF crew were progressing well until they ran into a monsoon rain storm. the approach to Negombo was, to say the least, "unpleasant" with the aircraft experiencing severe turbulence in zero visibility, however, due to the flying skills of the crew, O4 landed safely with one damaged, shut-down engine and a flap badly damaged by the torrential rain. Unfortunately O4 had to abandon its participation in the race.

NZ5804 again made headline news on 9th September, 1955 when it became the victim of a bird strike on take-off from Darwin. O4 crash landed beyond the end of the runway and ploughed through an adjoining field, tore up a section of railway line connecting Darwin to the outside world and finally severed the community's main water supply pipe. The crew walked away from the wreck but the damage was so extensive to O4 after leaving such a massive trail of destruction that she was officially written-off.

The three remaining Hastings were kept busy with the servicing of New Zealand's commitments overseas including supplying the police contingent as a peace keeping force based in Cyprus during the EOKA terrorist campaign in the late 1950s. New Zealand forces were also flown regularly to Seoul by the Hastings during the early 1960s to help Korea

overcome the problems of a divided country. The Hastings fleet flew many missions into Thailand to supply equipment and personnel to a detachment of 41 Squadron Bristol Freighters based at Ta Khli north of Bangkok and throughout their thirteen year attachment to 40 Squadron the Hastings aircraft flew New Zealand holders of the Victoria Cross to their annual reunion in London.

In 1961, the three Hastings of 40 Squadron were joined by three DC6s and although the Squadron was still piston powered commercial and military jets were beginning to make their presence known in the western world. Although the end was in sight for the Hastings

they continued to fly their marathon routes until the end of 1965 when they were finally retired in favour of the Lockheed C130 Hercules.

Early in 1966 the three Hastings were ferried to Ohakea for disposal and remained in storage until late 1969 when they were broken down for scrap. The Hastings fleet, including the short-lived NZ5804, flew 29,003 hours covering a massive 7,106,000 miles in a unique period of 40 Squadrons history.

Owing to the Squadron's high standard of maintenance and engineering the engines from the Hastings aircraft were slightly modified to fit 41 Squadrons Bristol Freighters and ran well into the 1970s.





DOUGLAS DC-6 – 1961-1968

Seven years after 40 Squadron was reformed, three DC-6 airliners were transferred to 40 Squadron having been made surplus to requirements by TEAL. The three aircraft, NZ3631, NZ3632 and NZ3633 were designated as long range personnel transports essentially to assist the overworked Hastings aircraft and to cope with the growing demands placed on the Squadron.

The aircraft, delivered from TEAL in March 1961, were in superb condition, however, NZ3631 was lavishly fitted out as a VIP aircraft and in August 1962 was further modified to accommodate H.R.H. Queen Elizabeth the Queen Mother on her New Zealand tour. The aircraft was fitted with a bedroom in the rear cabin and TEAL had made a carved kauri table for the lounge area. American President Lyndon Johnson also used 31 when he was invited to New Zealand by the Government and 31 operated several VIP overseas flights including taking Sir Bernard Ferguson, the Governor General to visit New Zealand forces based in Singapore and Ghurkas based in Borneo.

Meanwhile, between 1961 and 1964, NZ3632 and NZ3633 were engaged on regular military personnel flights to Nadi and Singapore, both destinations being bases for New Zealand forces. The Nadi flights were normally operated within a 24 hour turn-round period, however, the Singapore flights operating the battalion exchange were causing 40 Squadron operations many problems. Normally the Singapore route was through Brisbane and Darwin then across the top of Indonesia but during a period in the early 1960s the DC-6 flights needed special clearance from Darwin to overfly Indonesia. This occurred during President Sukarno's involvement with the Soviet Union whereby Russian advisers operating and maintaining a large number of Russian built aircraft under the Indonesian flag, frequently refused overflying clearance. The flights were then re-routed from Whenuapai to Melbourne, Perth, Cocos Islands, then up the Indian Ocean and

round the top of Sumatra and into Singapore thus avoiding Indonesian airspace.

Both aircraft, being American built, were adapted to fit into the USAF MATS network (Military Air Transport System). Every flight to the United Kingdom operated from Whenuapai, north-west bound in conjunction with MATS and at each refuelling stop the base offered facilities for the maintenance of DC-6 and C-118 aircraft.

The European winter flights from Whenuapai took six days routing through Nadi-Fiji, the NASA base on Canton Island in the Phoenix group, Hickam AFB-Honolulu, Travis AFB in California, McCloud AFB in New York, Kinley AFB on Bermuda Island, Lajes Field on Azores Island then to Mildenhall in Suffolk, England. In the European summer months the routing would be the same across the Pacific Ocean, however, from Travis AFB the aircraft would fly to Gander on the Canadian island of Newfoundland and if the tail winds were blowing east across the North Atlantic, then the flight would go direct to Mildenhall but if head winds or cross winds were blowing then the USAF base at Keflavik on Iceland was used.

These long haul flights to the United Kingdom were used for long haul pilot and navigation training and carried New Zealand Air Force, Navy and Army personnel to Britain for certain training courses. During the early 1960's the New Zealand Government experienced a severe shortage of school teachers and the DC-6s on their return from Mildenhall carried hundreds of teachers to fill the vacancies in the education system.

In 1964, NZ3632 and NZ3633 were retired and sold to an American aircraft broker in Singapore who in turn sold them to a freight company in the United States as N254N and N255N respectively, since then both aircraft have operated together with a variety of freight companies and since 1979 both aircraft have been used as aerial sprayers, first with Aerial Applicators of

Salt Lake City and currently (1985) with Sis-Q Flying Services as water bombers under contract to the United States Forest Service based in Goodyear, Arizona and Santa Rosa, California . . . an excellent advertisement for 40 Squadron maintenance.

NZ3631 reverted to a normal 56 seat transport and operated as such from 1964 to 1968 when it was

withdrawn from 40 Squadron service and sold to an Australian aircraft broker. It departed from Australia and was delivered to Penas Air Charter of Indonesia who flew it in the colour of Royal Air Laos as XW-PEH. While on a flight from Jakarta to Singapore in February 1972 the aircraft crashed into a swamp near Tegal in Central Java and was written off in the accident with many fatalities.



below: NZ3631, 40 Squadron's VIP DC-6.

Don Noble collection

page 20: a superb portrait of DC-6 NZ3633 at Whenuapai. 40 Squadron enjoyed the rank of City of Auckland Squadron and the tails of both the Hastings and DC-6 aircraft proudly bore the city's crest.

RNZAF photograph

page 22: two generations of 40 Squadron aircraft at Whenuapai represented by Hastings NZ5803 in the fifties and Hercules NZ7004 in the eighties. and how the famous Whenuapai palm tree has grown.

Colin Ballantine collection

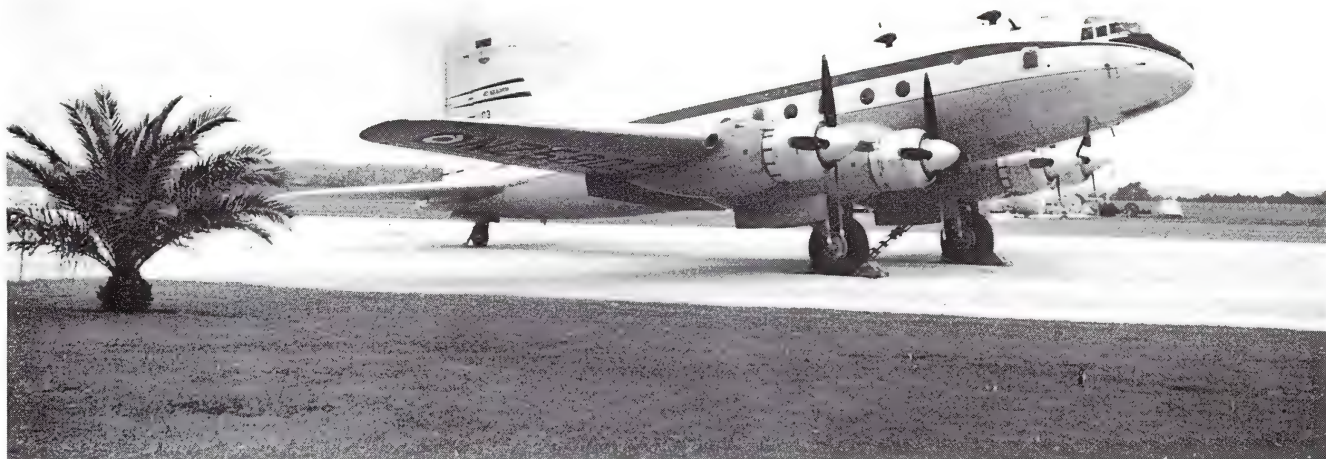
DOUGLAS DC-6

DATA:

Engines: 4 x 2500hp Pratt and Whitney, Double Wasp radials

Dimensions:	span	35.81m	(117'6")
	length	32.18m	(105'7")
	height	8.74m	(28'8")
Weights:	empty	25,110kg	(55,357lb)
	max. take-off	48,534kg	(107,000lb)
Performance	max speed	534km/h	(334mph)
	cruise speed	445km/h	(278mph)
	service ceiling	7620m	(25,000')
	range	4,345km	(2,715 miles)





LOCKHEED C130 Hercules – 1965

Over 30 years ago one of the world's classic military transport aircraft was born. Aptly named the Lockheed C130 Hercules after the strong and tireless Greek hero, the aircraft has become one of the world's most ubiquitous military aircraft since the early post war years.

The Hercules has become known with the United States Air Force as a Herky-Bird while other Air Forces refer to it as a Herk.

The RNZAF purchased five Herks, NZ7001-NZ7005, the first three of which were delivered in 1965 followed by two in 1968. Their role with 40 Squadron was as a replacement for the Hastings and DC-6 aircraft, giving the Squadron flexible global coverage and allowing it to become more of a tactical force than ever before. The Herks also gave the New Zealand Government its own transport independence to the New Zealand Research Stations on the bleak Antarctic ice.

Shortly after the first three aircraft were commissioned to 40 Squadron the Herk crews flew south to the New Zealand Southern Alps to familiarise themselves with white-out conditions and prepare for Antarctic flights. NZ7001 made the first of many RNZAF flights to McMurdo Sound.

Each year the Herks fly "Operation Ice Cube" during November and December involving an average of twelve return flights to the ice. The Herks which are completely un-modified always use their own undercarriage to land on the packed ice and snow, rather than skis. The USAF C.130s operating "Deep Freeze" from Christchurch use retractable skis for landing.

Since the inception of Operation Ice Cube, several other individual missions to the ice have been performed including accurate airdrops in the Wright Valley Area. In 1967, NZ7002 successfully dropped

18,000 kgs of building materials, fuel and general supplies into the valley for a specialised New Zealand research team and more recently, in November 1984, NZ7005 landed on the frozen surface of Lake Vanda in the Wright Valley and disgorged a 6,500 kg kitset laboratory for the Antarctic scientists.

40 Squadron's contribution in terms of transporting equipment to Pacific Islands has been enormous especially since the arrival of the Hercules aircraft. Nearly every year adverse weather conditions in the form of cyclones and hurricanes hit New Zealand's neighbouring Pacific Islands with devastating effect. The Squadron is on alert each time the tropical storm clouds gather north of Fiji. As soon as the depression has passed leaving behind a trail of damage, the Herks are on their way to the islands loaded with tents, clothing, food and medical supplies. Even the Iroquois helicopters of RNZAF 3 Squadron are loaded into the Herks and flown to assist in the aid and repair operation. The mercy missions performed by 40 Squadron have been acknowledged many times by the New Zealand and Island governments.

The Squadron has performed many interesting flights, some of which are mentioned in the introduction. As airdrops have become an integral part of air force flying it must be recorded that in 1973 40 Squadron successfully air dropped an earth excavator from a Herk on to the airfield at Rarotonga to enable airfield extensions to be completed.

The Herks have carried their share of passengers in civil emergencies and have also accommodated VIPs. H.R.H. Princess Margaret was flown from Fiji to Australia, and at the time the Princess was ill so the Hercules was fitted out as a flying hospital with doctors in attendance. Both H.R.H. Prince Charles and his sister H.R.H. Princess Anne have flown in the 40 Squadron Herks.

As a tactical transport, the 40 Squadron Herks have participated in many military exercises both locally and internationally.

“Operation Bullseye” is an international exercise, the prize being the CANZ Trophy. This annual contest is held between RAAF 36 Squadron from Richmond, New South Wales, Canadian Armed Forces 436 Squadron from Trenton, Ontario (alternating with 435 Squadron) and RNZAF 40 Squadron. Although a tactical exercise, Operation Bullseye is competitive as the crew with the most accurate heavy airdrop and the highest amount of points is awarded the CANZ Trophy. The three participating countries each play host tri-annually.

“Bullseye” originally started in 1975 as a Canadian showpiece demonstration of LAPES — Low Altitude Parachute Extension System at Namao near Edmonton, Canada. In full view of officers and personnel of both the Canadian and New Zealand squadrons, a Herk disgorged its “Baby Trembles” bulldozer less than fifty feet from the ground. The load landed awkwardly resulting in one crunched and written-off bulldozer. Both squadrons decided that it

should become an event with a trophy, and that the trophy be a silver replica of a crunched bulldozer.

The first competition was held in Canada and won by 40 Squadron . . . not dropping bulldozers, but a one ton wooden platform of water filled drums with the emphasis on the exercise being an accurately navigated, low-level airdrop.

In 1979, Operation Bullseye invited the RAAF 36 Squadron to participate in the annual event to demonstrate their skills in the fine art of accurate and heavy airdrops. At the same time the format of the exercise was changed and a new trophy in the form of a boater hat was carefully assembled from beer cans and appropriately named the CANZ Trophy.

Unfortunately this trophy has spent a few years overseas, however, as the 40 Squadron Herks have now been updated to H models with improved navigation aids, the Squadron are confident of bringing the CANZ Trophy back to Whenuapai.



"Operation Skytrain" was established in 1981 as a New Zealand based airdrop training exercise to introduce new Squadron members on an annual camp. The first Skytrain held at Woodbourne proved successful with the second gathering being held at Ohakea. In 1983, 121 Squadron of the Singapore Air Force operating Herks and devoid of any dropping zones back home was invited to participate in Skytrain and at the same time be taught the methods by the experienced crews of 40 Squadron.

The exercise now had an international flavour. The 1984 Skytrain hosted by 40 Squadron invited the Herks of the 130th Tactical Airlift Group, Air National Guard from Charleston, South Carolina for the two week exercise. Valuable experience was gained by both squadrons and while Skytrain is purely a training exercise without a trophy, it carries a competitive nature.

The United States Air Force, MAC — Military Airlift Command, AFRES — Airforce Reserve and the Air National Guard gather each year with their Herks at Pope Air Force Base, North Carolina for the Volant Rodeo, a tactical airlift exercise.

The gathering is open to selected Allied Air Forces and in 1983 40 Squadron was invited to participate, however, as it was 40s first year they were not expecting results and observed the technique of the experienced competitors. The invitation was extended in 1984 and the 40 Squadron team took the Volant Rodeo seriously.

They flew to Charleston Airport, South Carolina and practised with the Herks of the 130th Tactical Airlift Group. They then moved to Pope AFB and flew competitively against the Air Forces of the United States, United Kingdom, Canada, Australia, West Germany, Italy, Saudi Arabia and Brazil. At the end of the Volant Rodeo, 40 Squadron under the command of Sq. Ldr. Murray Sinclair flew back to Whenuapai with two trophies . . . "Best C130 Aircrew" and "Best Allied Nation" as well as gaining high placings in other events.

Meanwhile back at the participants respective air force bases questions were being asked . . . "who is this 40 Squadron?"

40 Squadron, with its C130 Hercules aircraft has now established itself with world wide acclaim as a highly skilled and professional unit, a proud New Zealand flag carrier.

LOCKHEED C130 HERCULES

DATA:

Engines: 4 x 4050hp Allison T56.A.15 turbo props

Dimensions: span 40.41m (132'7")

length 29.79m (97'9")

height 11.66m (38'3")

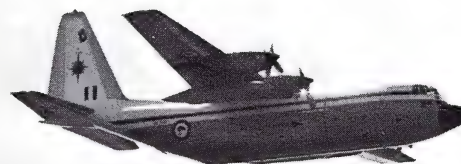
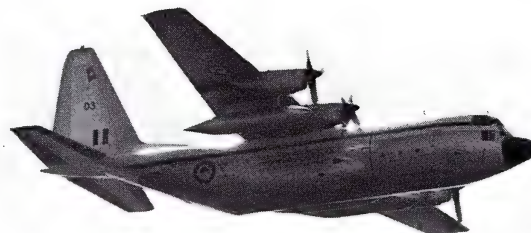
Weights: empty 34,170kg (75,331lb)

max take-off 70,307kg (155,000lb)

Performance: cruise speed 587km/h (365mph)

service ceiling 6,890m (22,600')

range 5,875km (3,650 miles)



pages 26 and 27: 40 Squadron's C130 Hercules NZ7001 with a supply mission amid the luxuriant tropical palms of a South Pacific island and on the barren, frozen wastes of Antarctica with "Operation Ice Cube".
three RNZAF photographs

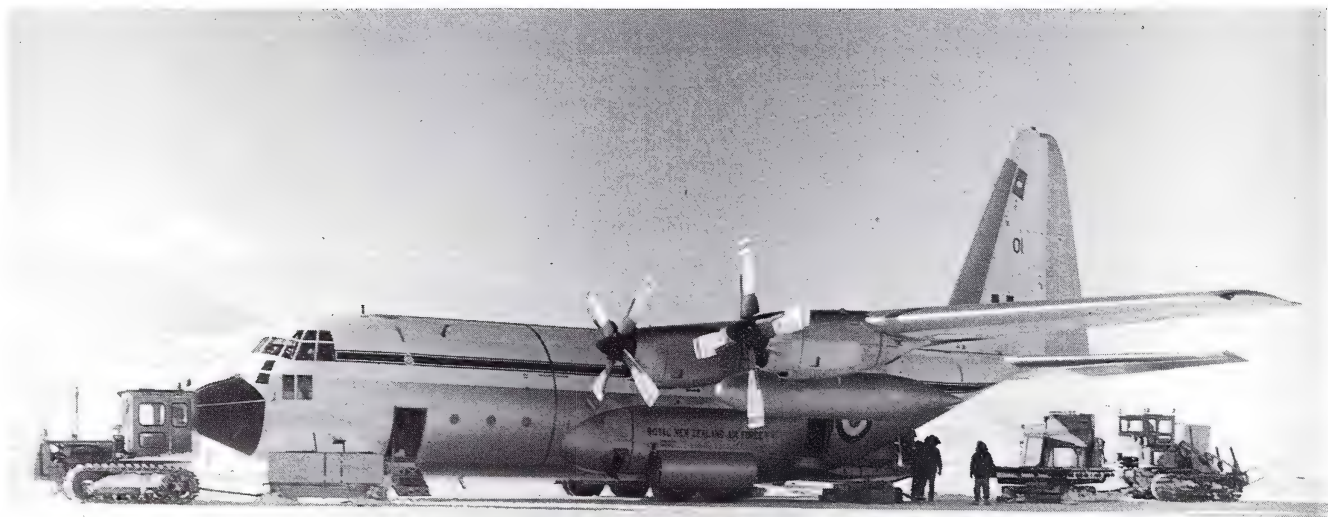
page 28: 40 Squadron 1985, represented by Boeing 727 NZ7272 and C130 Hercules NZ7004 and NZ7003 on station at Whenuapai.
page 29: Boeing 727.100 NZ7271.

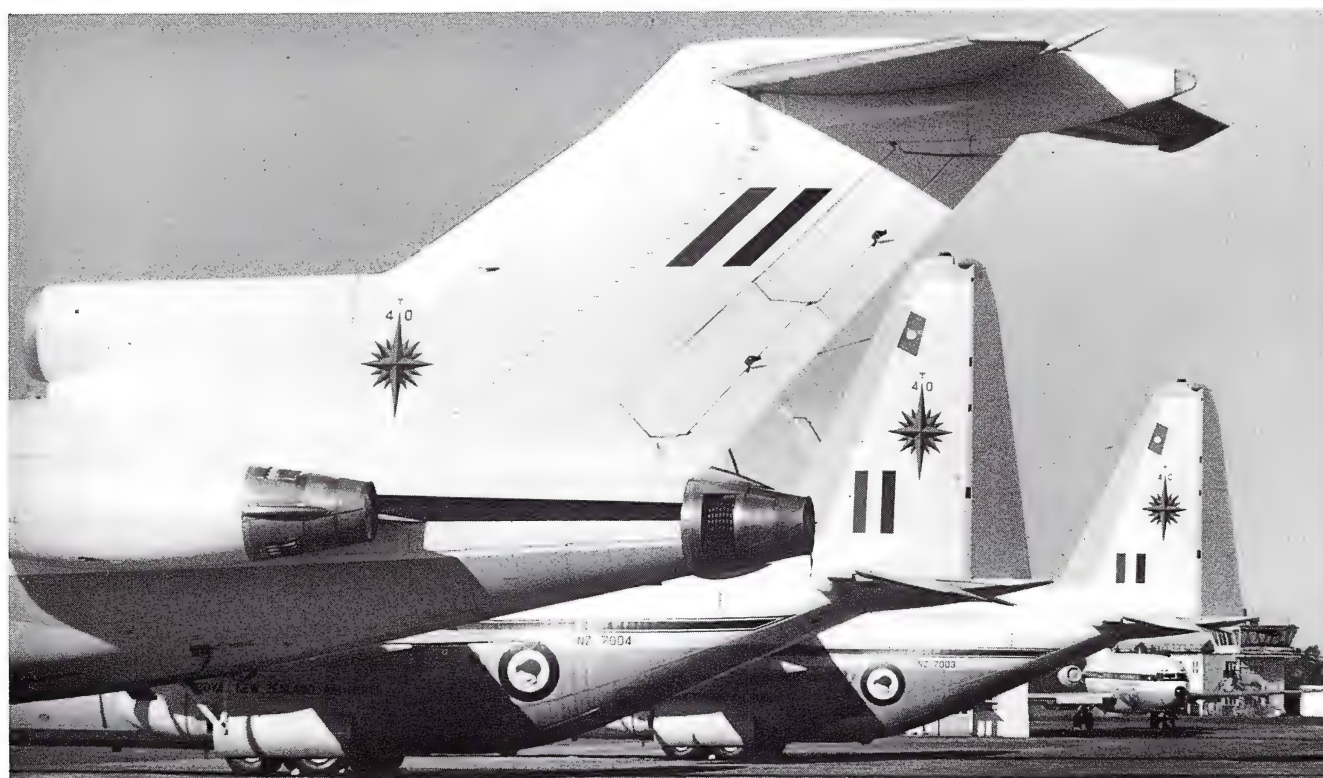
three photographs by Colin Ballantine.



A footnote for Trivial Pursuit enthusiasts — 40 Squadron holds the unofficial world record for a game of table-tennis played in the fuselage of a Hercules at 41,000 feet.







BOEING B.727.100 – 1981

In July 1981, the New Zealand Government took delivery of three Boeing B.727.100 airliners from the redundant stock of United Airlines and assigned them to 40 Squadron. The deal was conducted while many American airlines, including United, were experiencing a downturn in passenger revenue and all three aircraft were purchased at a favourable price.

The first aircraft to arrive in New Zealand, NZ7273 was sent to Woodbourne as a source of spares and as a familiarisation airframe for the engineers. Although registered as NZ7273, the aircraft never flew for the RNZAF and is permanently sited on a concrete base at Woodbourne.

The second and third aircraft, NZ7271 and NZ7272 arrived at Whenuapai on 17 July 1981 after a long ferry flight from San Francisco, Honolulu and Pago Pago.

Both 727s were sent to Air New Zealand's facility at Christchurch for refurbishing and painting and the

aircraft were commissioned to 40 Squadron in October 1981 in a combi configuration. They offer a 94 seat interior as a troop transporter and have the capacity to carry up to 20 tons of cargo. The VIP version is nothing short of luxurious in a variable configuration that can be tailored to individual requirements.

Since 1981, the 727s have eased the pressure on the Squadron, releasing the Hercules aircraft for other duties. The tri-jets now operate regular trooping flights to Singapore through Darwin, were responsible for carrying New Zealand's peace keeping force to the Sinai Desert and have been seen at airports around the world flying top government and military VIP missions.

The Boeing 727.100 is powered by three Pratt and Whitney JT8D.9A turbo fans, has a range of 3058km (1900 miles), an economical cruising speed of 917 km/h (570 mph) at 9145m (30,000 ft).

Their role is that of an all purpose, medium range military transport and their role with 40 Squadron has only just begun.



Aircraft	Year	Reg.	C/No.	Pre. Id.	B.O.C.	Canx.	Fate
Hudson	1940	NZ2022	3635	V9250	01.06.43	02.03.48	Sold for scrap
Hudson	1940	NZ2027	3850	AE495	01.06.43	02.03.48	Sold for scrap
Hudson	1941	NZ2039	6437	41-23620	01.06.43	09.05.49	Sold for scrap
Hudson	1941	NZ2043	6441	41-23624	01.06.43	02.03.48	Sold for scrap
Hudson	1941	NZ2053	6612	41-37123	01.06.43	02.03.48	Sold for scrap
Hudson	1941	NZ2059	6618	41-37129	01.06.43	09.05.49	Sold for scrap
Hudson	1941	NZ2068	6514	41-37025	01.06.43	12.11.47	Sold for scrap
Hudson	1941	NZ2069	6515	41-37026	01.06.43	12.11.47	Sold for scrap
Hudson	1941	NZ2075	6691	41-37201	01.06.43	02.03.48	Sold for scrap
Hudson	1941	NZ2079	6702	41-37213	01.06.43	06.08.45	To Union Airways ZK-AHY as crew trainer
Hudson	1941	NZ2081	6721	41-37216	01.06.43	17.10.45	Broken up for spares at Wigram
Lodestar	1943	NZ3507	2381	42-55944	01.06.43	31.07.45	To Union Airways as ZK-AHX
Lodestar	1943	NZ3508	2382	42-55945	01.06.43	02.07.45	To Union Airways as ZK-AKX
Lodestar	1943	NZ3509	2383	42-55946	01.06.43	13.11.46	To Union Airways as ZK-ANB
Lodestar	1943	NZ3510	2384	42-55947	01.06.43	18.01.49	To CAA as ZK-ASX
Lodestar	1943	NZ3511	2551	42-56058	01.06.43	28.11.45	Written off 09.10.45 — landing accident at Milson
Lodestar	1943	NZ3512	2554	42-56061	01.06.43	02.11.45	To Union Airways as ZK-AIQ
Lodestar	1943	NZ3513	2555	42-56062	01.06.43	18.12.46	To Union Airways as ZK-AJM
Lodestar	1943	NZ3514	2556	42-56063	01.06.43	13.11.46	To Union Airways as ZK-ANC
Lodestar	1943	NZ3515	2550	42-56057	01.06.43	01.07.45	To Union Airways as ZK-AKW
Dakota	1942	NZ3501	9111	41-32885	27.02.43	21.07.45	To INST114, fire fighting trainer until 1961, scrapped
Dakota	1942	NZ3502	9418	42-23556	20.05.43	01.05.48	Broken up for spares
Dakota	1942	NZ3503	9420	42-23558	20.05.43	01.05.48	Broken up for spares
Dakota	1942	NZ3504	9419	42-23557	21.05.43		To INST111, fate unknown
Dakota	1942	NZ3505	9422	42-23560	24.05.43	01.05.48	Broken up for spares
Dakota	1942	NZ3506	9421	42-23559	26.05.43	01.05.48	Broken up for spares
Dakota	1942	NZ3516	12545	42-92714	09.04.44	01.05.48	Broken up for spares
Dakota	1942	NZ3517	12546	42-92715	09.04.44	01.05.48	Broken up for spares
Dakota	1942	NZ3518	13099	42-93212	20.04.44		To INST117, to NZNAC as ZK-BEU
Dakota	1942	NZ3519	13088	42-108924	12.05.44	01.05.48	Broken up for spares
Dakota	1943	NZ3520	13928	43-48112	09.08.44	01.05.48	Broken up for spares
Dakota	1943	NZ3521	13929	43-48113	11.08.44	12.07.45	Ditched off Savo Island and sank
Dakota	1943	NZ3522	13930	43-48114	11.08.44	01.05.48	Broken up for spares
Dakota	1943	NZ3523	13931	43-48115	15.08.44	01.05.48	Broken up for spares
Dakota	1943	NZ3524	13932	43-48116	12.08.44	01.05.48	Broken up for spares
Dakota	1943	NZ3525	14561	43-48745	10.10.44	02.05.51	To NZNAC as ZK-AYK
Dakota	1943	NZ3532	15701	43-49885	22.02.45	28.04.47	To NZNAC as ZK-AOD
Dakota	1943	NZ3533	15700	43-49884	22.02.45	28.03.47	To NZNAC as ZK-AOJ
Dakota	1944	NZ3534	15945	44-76361	07.03.45	22.03.47	To NZNAC as ZK-APB
Dakota	1944	NZ3535	15947	44-76363	05.03.45	27.11.47	To NZNAC as ZK-AQS
Dakota	1944	NZ3536	15948	44-76364	07.03.45	15.08.48	To NZNAC as ZK-AQT
Dakota	1944	NZ3537	16147	44-76563	04.04.45	05.11.47	To NZNAC as ZK-AOZ
Dakota	1944	NZ3538	16149	44-76565	08.04.45	29.09.49	To NZNAC as ZK-AQP
Dakota	1944	NZ3539	16151	44-76567	08.04.45	01.03.47	To NZNAC as ZK-AOF
Dakota	1945	NZ3554	16966	45-963	17.08.45	03.04.47	To NZNAC as ZK-AOI
Dakota	1945	NZ3555	16964	45-961	24.08.45	25.07.47	To NZNAC as ZK-APA
Dakota	1945	NZ3556	16967	45-964	21.08.45	20.05.47	To NZNAC as ZK-AOK
Dakota	1945	NZ3557	16968	45-965	29.08.45	01.04.47	To NZNAC as ZK-AOH

Hastings	1952	NZ5801	127		08.12.54	12.65	Stored at Ohakea until 1969 and scrapped
Hastings	1952	NZ5802	128		08.12.54	12.65	Stored at Ohakea until 1969 and scrapped
Hastings	1952	NZ5803	129		08.12.54	12.65	Stored at Ohakea until 1969 and scrapped
Hastings	1952	NZ5804	150		08.12.54	09.09.55	Written off 09.09.55 — take-off accident at Darwin
DC-6	1948	NZ3631	43126	ZK-BGA	01.04.61	10.68	Sold to Penas Air Charter as XW-PEH
DC-6	1948	NZ3632	43127	ZK-BGB	01.04.61	04.64	Sold to an American broker as N254N
DC-6	1948	NZ3633	43128	ZK-BGC	01.04.61	04.64	Sold to an American broker as N255N
Hercules	1964	NZ7001	4052	64-15094	15.04.65		Current
Hercules	1964	NZ7002	4053	64-15095	15.04.65		Current
Hercules	1964	NZ7003	4054	64-15096	15.04.65		Current
Hercules	1968	NZ7004	4312	68-8218	09.01.69		Current
Hercules	1968	NZ7005	4313	68-8219	09.01.69		Current
B-727	1968	NZ7271	19892	N7435U	10.81		Current
B-727	1968	NZ7272	19895	N7438U	10.81		Current





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40 SQUADRON R.N.Z.A.F. "TO THE FOUR WINDS"

Hudson, Lodestar, Dakota, Hastings, DC-6, Hercules and 727 are the great transport aircraft that have served with 40 Squadron of the Royal New Zealand Air Force.

This album is a celebration of 40 Squadron and its aircraft from 1943 to 1985.

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